

CHAPTER SEVEN **Capital Improvement Program**

The CMA must develop, as part of the CMP, a 6-year Capital Improvement Program to maintain or improve the performance of the multimodal transportation system for the movement of people and goods and to mitigate regional transportation impacts identified through the land-use analysis program.²⁸ Capital improvement projects must conform to air quality mitigation measures for transportation-related vehicle emissions. The air quality mitigation measures are contained in the BAAQMD's 2005 Bay Area Ozone Strategy.

REGIONAL TRANSPORTATION PLAN

Since the CMP ultimately will be incorporated into the *Regional Transportation Plan* action element, projects selected for the Capital Improvement Program need to be consistent with the assumptions, goals, policies, actions and projects identified in that plan. The *Regional Transportation Plan*, prepared by the Metropolitan Transportation Commission (MTC), is the basic statement of Bay Area transportation policy. Because of the interdependence of transportation planning and other regional planning, the regional plan strives to adopt policies that complement and support programs of federal, state and regional agencies. MTC has adopted a capital investment policy for the *Regional Transportation Plan*.²⁹ This policy sets forth MTC's approach to capital investment in the transportation system. The Capital Improvement Program in the CMP has been formulated in consideration of MTC's policy.

Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA)

SAFETEA requires the *Regional Transportation Plan* to be consistent with reasonable assumptions of future funding. SAFETEA also emphasizes methods to improve the operation of the existing transportation system. Such methods include traffic operations systems, arterial signal timing, parking management, transit transfer coordination, and transit marketing programs. These federal requirements have been considered in the development of the CMP Capital Improvement Program.

New Federal Transportation Act- Surface Transportation Program (STP) and Congestion Mitigation and Air Quality (CMAQ)

As the region faces the expiration of SAFETEA on September 30, 2009, an expeditious approach is called for to provide an overall architecture to guide upcoming programming decisions for the new surface transportation act funding (New Act). While the exact fund program categories in the new authorization are not known, it is anticipated that the future funding programs will overlap to a great extent with projects that are currently eligible for funding under Federal Title 23. It is also expected that the next one

²⁸ California Government Code Section 65089(b)(5)

²⁹ MTC Resolution 3893

or two years of funding will most likely be authorized through an extension of the current SAFETEA and its programs.

PRINCIPLES FOR INVESTING STP AND CMAQ FUNDS

The reauthorization or continuance of the SAFETEA is anticipated to make available additional STP and CMAQ funds to the region. Through SAFETEA, MTC has already programmed approximately \$900 million of STP/CMAQ funding in three cycles: First Cycle, including the Augmentation round, represented fiscal years 2003-04 and 2004-05, the Second Cycle represented FYs 2005-06 and 2006-07, and the Third Cycle, representing the final two years, FYs 2007-08 and 2008-09. MTC Resolutions 3547, 3615, 3695 and 3723 identified sets of principles and orders of priorities for investment of the federal STP and CMAQ funds under the SAFETEA. It is assumed that similar principles will be used for the New Act.

It is clear that we cannot build our way out of congestion in the Bay Area transportation system by physically expanding the system. Consequently, system-management strategies must be developed and implemented as part of MTC's federal discretionary investment program to maximize use of the existing system. Such strategies should be designed to improve the use and safety of the existing multimodal transportation system, in the most cost-effective manner possible.

MTC's adopted transportation/land-use policy statement that emphasizes livable communities requires investment of regional discretionary/flexible fund sources to be relevant and viable. MTC and the Bay Area Partnership must cooperatively develop that funding opportunity as part of the federal flexible funding program. In particular, community-oriented strategies that may not be eligible for Transportation Enhancements Act funding will be a focus of federal flexible funding investment.

Preservation and maintenance of the existing system—including local roads and transit—remains essential. Therefore, it will be a key component among the many objectives to be achieved in programming federal discretionary funds. In particular, flexible funds will be used to address maintenance and rehabilitation shortfalls that cannot be satisfied from other federal, state, regional or local funding sources.

Capacity expansion typically dominates the region's capital investment program in the State Transportation Improvement Program. Expansion will be considered as part of the federal flexible program only after it is determined that outstanding maintenance and system management needs as outlined above are addressed either in the State Transportation Improvement Program/federal program or from other sources of revenue. Any investments made in capacity expansion with federal flexible funds should focus on the most cost-effective strategies available, given the limited resources available in the program.

PROGRAMMING STRUCTURE FOR STP AND CMAQ FUNDS

In anticipation of the reauthorization of federal funds, MTC has begun the process of developing a framework and schedule for programming future STP/CMAQ funds which are expected to be guided by

the recently adopted Regional Transportation Plan, T-2035. The plan provides a backdrop of setting priorities for New Act funding and will include investments for Annual Programs, T-2035 Core Programs and ARRA Strategic Investments.

PROPOSITION 1B

As approved by the voters in the November 2006 general elections, Proposition 1B enacted the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, authorizing \$19.925 billion of state general obligation bonds for specified purposes. Proposition 1B includes funding for multiple programs, detailed in Table 15.

Table 15 — Proposition 1B Programs

To date, approximately \$10,350, 000 billion has been programmed to projects through the CMIA, TCIF, PTMISEA and TLSP programs.

Proposition 1B Program	Amount
Corridor Mobility Improvement Account (CMIA)	\$4,500,000,000
Route 99 Corridor Account (Rte 99)	\$1,000,000,000
Trade Corridors Improvement Fund (TCIF)	\$2,000,000,000
Trade Corridor Emission Reduction Account	\$1,000,000,000
Port, Harbor, and Ferry Terminal Security Account	\$100,000,000
School Bus Retrofit and Replacement Account	\$200,000,000
State Transportation Improvement Program (STIP) Augmentation	\$2,000,000,000
Intercity Rail Improvement	\$400,000,000
Public Transportation Modernization, Improvement, & Service Enhancement Account (PTMISEA)	\$3,600,000,000
State-Local Partnership Program Account	\$1,000,000,000
Transit System Safety, Security & Disaster Response Account	\$1,000,000,000
Local Bridge Seismic Retrofit Account	\$125,000,000
Highway-Railroad Crossing Safety Account	\$250,000,000
State Highway Operations and Protection Program (SHOPP)	\$500,000,000
Traffic Light Synchronization Program (TLSP)	\$250,000,000
Local Street and Road, Congestion Relief, and Traffic Safety Account of 2006	\$2,000,000,000
Total	\$19,925,000,000

THE AMERICAN RECOVERY AND REINVESTMENT ACT OF 2009

The American Recovery and Reinvestment Act of 2009 (ARRA) is a job and economic stimulus bill intended to help the nation and the states restart their economies and stimulate employment during the worst economic downturn in over 70 years. In drafting this bill, President Obama and Congress recognized that investment in transportation infrastructure is one of the best ways to create and sustain jobs, stimulate economic development, and leave a legacy to support the financial well-being of the generations to come. ARRA spans across a wide spectrum of federal agencies and their programs, which are used as a conduit for these funds.

ARRA funds through FHWA were distributed to the States based on the formulas used for the Surface Transportation Program. In turn, the State of California sub-apportioned 62.5% of what it received to urban areas of the State, which are administered by metropolitan planning organizations (MPOs). The MPO for the Bay Area region is MTC. There are two ARRA funding components, which encompass all of the ARRA funding under MTC's discretion:

1. Regional ARRA funds

\$495 million of regional ARRA formula distribution funds are detailed in MTC Resolution 3885. These include projects funded by the FTA ARRA programs and the initial increment of ARRA funding received from FHWA through the State.

2. State ARRA funds

The state provided an additional increment of ARRA funding to the regions, including MTC, under State legislation (AB3X 20). Of this funding MTC has received and distributed approximately \$167 million as detailed in MTC Resolution 3896.

SENATE BILL 45 AND PROJECT DELIVERY

Senate Bill 45 restructured the State Transportation Improvement Program. The legislation provides for more programming control at the county level and also increases the focus on project delivery. In light of the new focus on project delivery for projects programmed in the State Transportation Improvement Program, the CMA has adopted an aggressive "Timely Use of Funds Policy." The policy applies to all funding programs administered by the CMA, including projects programmed in the State Transportation Improvement Program, federal Surface Transportation Program/Congestion Mitigation and Air Quality and the Transportation Fund for Clean Air program.

The policy defines a strategy for project delivery assistance and evaluation of extension requests. It includes the following provisions:

- The CMA will provide sponsors with consultant support in the implementation of projects. This support will include assistance in the development of a baseline schedule and on-call availability for project delivery questions. The CMA and the project delivery assistance consultant will host a project delivery workshop after the adoption of every funding program by the CMA Board. This workshop will be mandatory for all project sponsors and will provide an overview of the program specific requirements for project delivery.

- The policy establishes criteria for the evaluation of reprogramming and extension requests. These requests will be evaluated based on the nature of the circumstances causing the delay, the sponsor's adherence to the baseline schedule and previous milestones, and the sponsor's ability to meet future project delivery deadlines.
- Any project sponsor that fails to meet a timely use of funds deadline that results in a loss of programmed funds to Alameda County will be penalized in a future state or federal funding cycle an amount equal to the funds that were lost to Alameda County.

The complete Timely Use of Funds Policy is included as Appendix F.

Relationship to Air Quality Attainment Plans

The Capital Improvement Program, required as part of the CMP, is closely related to federal and state air quality attainment plans. Because the Bay Area failed to attain national ambient air quality standards before the 1977 Federal Clean Air Act Amendments' 1987 deadline, a revised State Implementation Plan was developed. The purpose of this plan is to show the measures to be taken to reduce air pollution and maintain compliance with federal requirements for annual emissions reductions.

The *Regional Transportation Plan* is required by federal law to conform to the *State Implementation Plan*. Because CMPs are required to be consistent with the *Regional Transportation Plan*, CMPs must also conform to the programs and policies outlined in the *State Implementation Plan*.

State air quality legislation, specifically the California Clean Air Act of 1988, requires the BAAQMD to prepare a Clean Air Plan designed to bring the Bay region's air basin into compliance with state air quality standards by the earliest practicable date. The Clean Air Plan must include transportation control measures as well as stationary (e.g., oil refinery) source controls to achieve and maintain the respective standards for ozone and carbon monoxide.

Other legislation established a joint process between the MTC and BAAQMD for preparing the transportation control measures plan as part of the state Clean Air Plan.³⁰ The BAAQMD has ongoing efforts to attain the more stringent state one-hour ozone standard. As required by state law, the BAAQMD adopted a plan to attain this standard in 1991. The Clean Air Plan has been updated in 1994, 1997, 2000, and 2005. The 2009 update to the Clean Air Plan is now under development by BAAQMD.

According to BAAQMD, ABAG, and MTC, the Bay Area's air quality setting has not changed much since 1991. Despite hot weather and high ozone levels in 1995, 1996 and 1998, monitoring data show a downward trend in ozone concentrations since the late 1980s. Peak ozone concentrations have declined 1.4 percent per year on average since the 1986-88 base period. The region recorded three excesses of the national ozone standard and 20 excesses of the state standard in 1999, and three excesses of the federal standard and 12 excesses of the state standard in 2000. However, the region's air quality conditions

³⁰Assembly Bill 3971 (Cortese)

continue to show generally clean air with occasional exceedances of the national ozone standard and more frequent exceedances of the state ozone standard.

The federal and state transportation control measures listed in the attainment plans have implications for county CMPs. MTC will give priority to proposed projects that support or help implement any of the transportation control measures outlined in this revised plan. Therefore, Alameda County's Capital Improvement Program highlights any proposed project's link to the Transportation Control Measure Plan. Appendix E includes a table that shows the federal and state transportation control measures.

Relationship to the Countywide Transportation Plan

Each county within the jurisdiction of MTC can prepare a long-range transportation plan (Countywide Transportation Plan) in cooperation with the cities, county and transit operators.³¹ The *Countywide Transportation Plan* is the primary basis for the county's component of the RTP. The CMA adopted the *2008 Countywide Transportation Plan* for Alameda County in June 2008. The plan was revised in June 2009 to be consistent with the *2009 Regional Transportation Plan*.

The Alameda County CMA will continue to use its CMP as the primary vehicle for implementing the long-range countywide transportation plan. The CMP *Capital Improvement Program Guidelines* and other funding policies adopted by the CMA Board require projects seeking federal or state funding to be consistent with the *Countywide Transportation Plan*. The CMA's transportation investment policies adopted with the Alameda County *Countywide Transportation Plan* are as follows:

- Maintain and operate existing facilities before diverting funds to build new facilities.
- Focus on high priority projects over the next several state and federal funding cycles to ensure delivery of these improvements.
- Give priority to projects that are most effectively coordinated with land use planning, with special focus on Priority Development Areas (PDAs).
- Encourage the purchase of alternative fuel transit vehicles to the greatest extent possible given financial constraints.
- Support strategies that reduce transportation's share of greenhouse gas emissions.
- Implement incentives for transit use, ride sharing and more efficient use of existing roads.
- Ensure that regional gateways are safely operated to manage traffic flow and, where appropriate, gives priority to the movement of carpools, buses and commercial vehicles.
- Ensure that no individual project is so costly that it compromises the improvement of the system as a whole.
- Secure additional funding for a CIP that meets priority needs as economically as possible.
- Ensure routine accommodation of pedestrians and bicyclists as identified in MTC Resolution 3765 and included in the 2006 Alameda Countywide Bicycle Plan.

³¹ Assembly Bill 3705 (Eastin), Statutes of 1988

By consensus, the CMA adopted an additional policy which requests project sponsors to show the CMA as a funding partner on new advertisements displayed for transportation improvements. For example, roadside signs placed near construction zones that advertise the name of project sponsors such as the State of California, the Alameda County Transportation Authority and/or local jurisdictions, should also list the Alameda County Congestion Management Agency.

Relationship to CMA Corridor Studies

The CMA has identified a need for corridor/ areawide management planning, which was identified in the *Countywide Transportation Plan*. The planning process approved in the plan will:

- Provide valuable information in assessing longer term land-use impacts and possible solutions;
- Identify comprehensive approaches to congestion management which can aid in the development of deficiency plans where level-of-service standards have been or are expected to be exceeded; and
- Provide support that allows each community within the corridor/area to demonstrate how the community's share of cumulative/regional transportation impacts could be mitigated through cooperative planning and investment. Since adoption of the *2008 Countywide Transportation Plan* and 2007 CMP, corridor studies have been completed for I-80, I-580/Altamont, I-880 Intermodal Corridor, San Pablo Avenue, the SMART Corridor programs in the San Pablo and I-880 corridors, I-680 HOT Lane Feasibility Study, North I-880, the Tri-Valley and Central County.

A DIVERSIFIED STRATEGY

The *Countywide Transportation Plan* points to a diversified strategy for managing congestion and sustaining mobility. The following findings highlight this need for a strategy, which includes all reasonable options:

- The *2008 Countywide Transportation Plan* Tier 1 and Tier 2 include \$1billion in projects, programs and services.
- Even with this extensive investment, the countywide travel model forecasts congestion to become more severe by 2035.
- It is therefore clear that we cannot rely solely on investment in facilities and services as a way out of the transportation problem.
- The transportation needs in Alameda County outweigh the available revenues over the 25-year period in Alameda County.
- It is therefore apparent that all available options must be considered to sustain an acceptable level of mobility in Alameda County - pricing strategies, land-use strategies, managing the existing system better to stretch its capacity, options such as telecommuting which reduce work trips, carefully selected transportation investment, new and/or expanded revenue sources, and other approaches which may surface, including strategies to reduce vehicle miles travelled and reduce greenhouse gas emissions.

- One approach by itself is unlikely to be successful.

The Capital Improvement Program includes projects, which further a diversified strategy. Operational improvements intended to efficiently use existing facilities, transit investment and coordination, intermodal freight facilities, non-motorized facilities, and other investment strategies have been considered in the development of the CMP Capital Improvement Program.

As adopted in the *2008 Countywide Transportation Plan*, the diversified strategy for transportation investments in Alameda County consists of seven component elements:

- An investment program with the flexibility to finance street, highway and mass transit projects where it offers the most cost-effective method of transportation improvement;
- A commitment to funding the highest priority projects in the County, including improvements that address the most congested corridors;
- Strategies designed to ensure enough funding for the maintenance, operation and operational improvement of existing facilities and services;
- Strategies designed to ensure efficient operation of those facilities that are essential for freight movement;
- Cooperative planning designed to engage city, county, CMA and state authorities in planning for corridor/areawide management;
- Planning guidelines designed to ensure strategic treatment of hubs, gateways and intermodal terminals; and
- Pricing policies designed to improve efficiency of the existing transportation system and reconcile mobility, air quality and greenhouse gases.

COMPONENTS OF THE CAPITAL IMPROVEMENT PROGRAM

The 2009 Alameda County Capital Improvement Program covers a 6-year period (fiscal year 2009-10 to 2014-15) and comprises the following:

- Major capital projects and transit rehabilitation projects programmed in the 2008 State Transportation Improvement Program (STIP) and SAFETEA; and
- Other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

The projects in the Capital Improvement Program are linked to the vision and projects presented in the *2008 Countywide Transportation Plan*. The Capital Improvement Program projects are taken from the 25-year plan either as a specific capital project or from funding set aside to cover categories of projects, including maintenance and rehabilitation of local streets and roads, transit capital replacement, bicycle and pedestrian improvements, and operational improvements.

Figure 12 describes the process for soliciting, evaluating and selecting projects for state and federal funding. In order to assure consistency with regional transportation and air quality goals, Alameda County's priorities for state and federal funding are developed to be consistent with MTC's programming policy.

FUNDING OF THE CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program includes projects anticipated to assist in maintaining the level of service and performance standards of the CMP. Funding for all projects, however, has not been secured. Some projects shown in the Capital Improvement Program may need supplemental funding from other sources or may be submitted for state/federal funding consideration in future years.

The CMA is exploring sources of new revenue for transportation facilities and services considered in the *Countywide Transportation Plan*. Revenue enhancement is a critical component of the plan; the transportation need over the next 25 years exceeds available revenues. The CMA will support new revenue sources which best meet the goals of the long-range transportation plan and CMP. These revenue sources could include a regional, state or federal gas tax increase or a bridge toll increase. The CMP law itself suggests another possible funding source—traffic impact fees.³² The Tri-Valley Transportation Council including the cities of Livermore, Dublin and Pleasanton and Alameda County has developed a sub-area traffic mitigation fee. The Council has adopted an Expenditure Plan identifying the projects to be included in the final fee and has begun implementation. The city of Livermore also adopted a traffic-mitigation fee in 2001 to fund regional transportation improvements in the city of Livermore.

CAPITAL IMPROVEMENT PROGRAM

Table 16 lists the Alameda County projects recommended for funding in the 2010 State Transportation Improvement Program (STIP). These projects have been screened for consistency with the *Countywide Transportation Plan*. The 2010 STIP is scheduled to be approved by the California Transportation Commission in April 2010.

Table 17 contains Major Capital Projects and Transit Rehabilitation Projects programmed in the 2008 STIP, SAFETEA, Proposition 1B and other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

UPDATING THE CAPITAL IMPROVEMENT PROGRAM

The CMP law requires biennial updating of the Capital Improvement Program. In order to update the program, each city, the county, Caltrans, the Port of Oakland, each transit operator and other project sponsors must, by February 1 of each odd numbered year, submit to the CMA a list of projects intended to maintain or improve the level of service on the designated system and to meet transit performance standards.

³² Section 65089(b)(4)

Figure 12 — CMA Process for Selecting Projects for State and Federal Funding

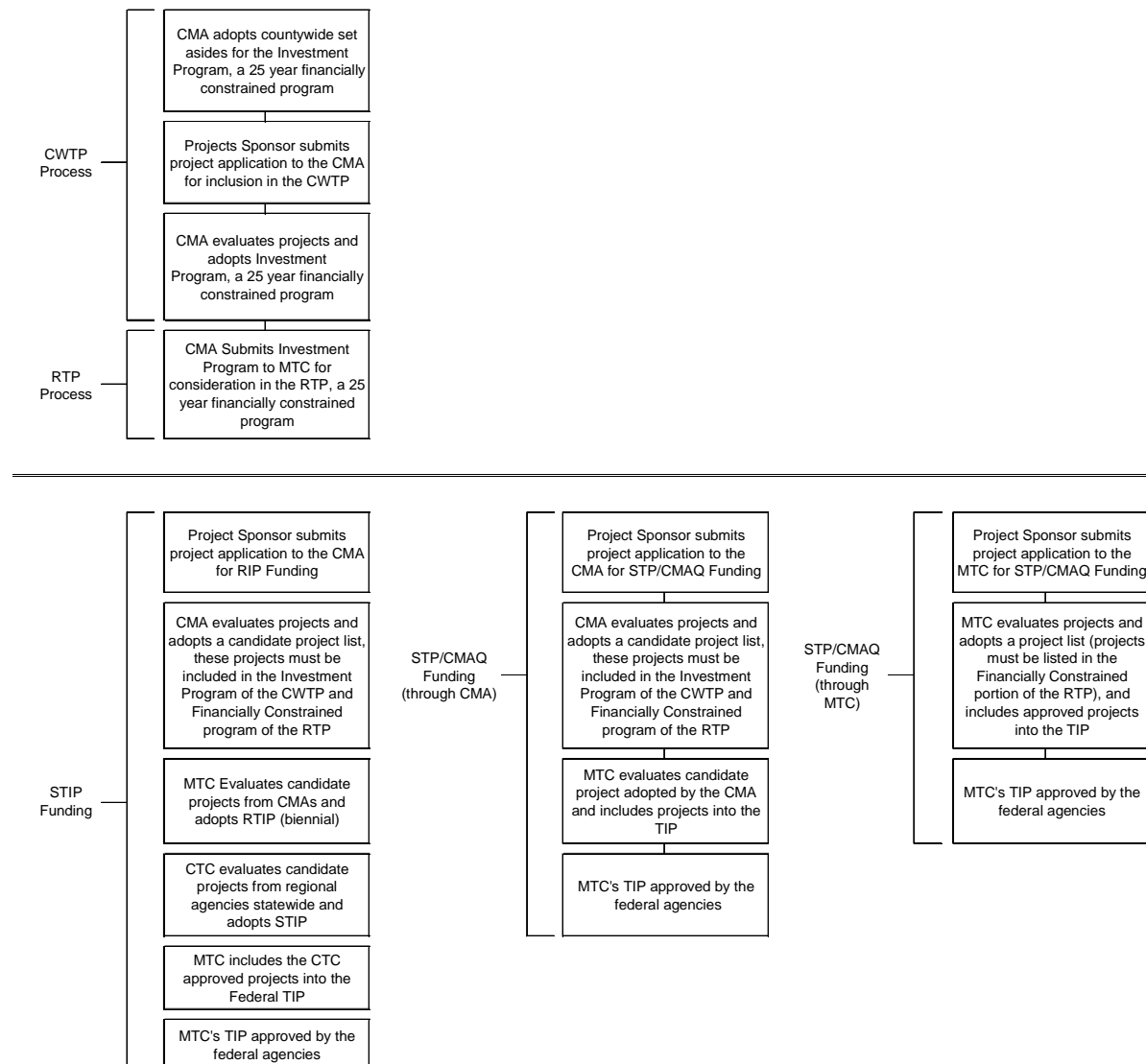


Table 16 — Projects Recommended for Funding in the 2010 STIP (\$x1,000)

This table reflects the 2010 STIP program approved by the CMA Board on December 3, 2009.

SPONSOR	PROJECT	10-11	11-12	12-13	13-14	14-15	TOTAL
ACCMA	I-880 Safety & Operational Improvements at 23rd/29th		7,000				7,000
ACCMA	580 Soundwall Landscaping (San Leandro)	350					350
ACCMA/MTC	Planning, Programming & Monitoring	1,948	1,947	1,993			5,888
ACCMA/MTC	TE Reserve	2,999					2,999
ACTA	Rte 84 Expressway, I-880 - Rte 238 (Mission Blvd)	9,300					9,300
Alameda County	Cherryland Sidewalk Improvements (Grove Way)	1,150					1,150
Berkeley	Berkeley Bay Trail Project	1,928					1,928
Caltrans	Rte 880 Landscaping, SCL-Alvarado Niles Rd.	529					529
Dublin	Alamo Canal Regional Trail, I-580 Undercrossing	1,021					1,021
GGBHTD	SF-GG Bridge Barrier		12,000				12,000
LAVTA	Satellite Bus Operating Facility	4,000					4,000
MTC	Planning, Programming & Monitoring	113	114	114	220	20	581
MTC	TE Reserve		948	1,012	1,325	1,325	4,610
Union City	UC Intermodal Station		715				715
Union City	Union City Intermodal BART, Phase 2	1,040					1,040

Table 17 — 2009 Capital Improvement Program

Major Capital Projects and Transit Rehabilitation Projects programmed in the 2008 STIP, SAFETEA, Proposition 1B, CMA TIP and other major highway, transit and local projects intended to maintain or improve the performance of the CMP network.

		PROJECT FUNDING (\$ x 1,000)			
Sponsor	Project	Federal	State	Local	Total
Lump Sum Projects					
All Alameda Jurisdictions	Roadway Capital Investment	513	2,500	27,419	30,432
All Alameda Jurisdictions	Roadway Rehabilitation Investment	16,942	30,282	245,230	292,454
All Alameda Jurisdictions	Roadway Operations Investment	2,660	7,000	29,845	39,505
All Alameda Jurisdictions	Bicycle and Pedestrian Investment	12,412	11,284	49,984	73,680
All Alameda Jurisdictions	Transit Capital Replacement	2,199	0	1,787	3,986
All Alameda Jurisdictions	Other Projects	34,178	2,604	8,572	45,354
Individual Project Listings					
Roadway Capital Investment					
ACCMA	I-80/Gilman Interchange Improvements	1,200	7,000	300	8,500
ACCMA	I-580 Eastbound HOV Lane	6,000	141,598	8,281	155,879
ACCMA	I-580 Eastbound HOT Lane	6,500		5,500	12,000
ACCMA	I-580 Westbound HOV Lane	9,600	101,700	34,368	145,668
ACCMA	I-580 Soundwalls (San Leandro/Oakland)	7,262		2,818	10,080
ACCMA	I-680 Southbound HOT Lane	8,462	8,000	20,663	37,125
ACCMA	I-880 Southbound HOV Lane Extension (Hegenberger to Marina)	10,700	96,500	1,950	109,150
ACCMA/ACTIA	Westbound I-580 Auxiliary Lane from Fallon Road to Tassajara Road			2,500	2,500
ACCMA/ACTIA	Westbound I-580 Auxiliary Lane from Airway Boulevard to Fallon Road			5,040	5,040
ACTA	East-West Connector in North Fremont and Union City		9,300	201,610	210,910

		PROJECT FUNDING (\$ x 1,000)			
Sponsor	Project	Federal	State	Local	Total
Alameda County/ACTIA	I-580 Interchange Improvements in Castro Valley	1,960	7,315	25,525	34,800
Alameda	Stargell Avenue Extension/Interchange		4,000	12,500	16,500
Alameda	Broadway/Jackson Interchange		23,900	8,100	32,000
Caltrans	Route 92/880 I/C Reconstruction			245,000	245,000
Caltrans/ACTIA	I-238 widening	18,300,000	16,948,000	66,272,000	101,520,000
Caltrans	Caldecott 4th Bore Improvement Project - construct a 2-lane four bore north of the existing bores.	198,657	48,343	173,000	420,000
Caltrans	Sunol Grade HOV Corridor - Southbound	1,373	152,663	10,596	164,632
Caltrans/ACTA	I-880/Mission Blvd (SR 262)/Warren Ave I/C Reconstruct & I-880 Widening (Phases 1B & 2)	3,810	64,250	84,102	152,162
Hayward	880/92 Reliever Route			27,037	27,037
Hayward	Route 238 Corridor Improvement Project			111,000	111,000
Dublin	Dublin Boulevard Widening between Sierra Court and Dublin Court			2,984	2,984
Livermore	El Charro/I-580 Interchange			6,400	6,400
Livermore	First Street /I-580 Interchange Improvements			30,000	30,000
Livermore/ACTIA	Isabel Avenue Widening (Route 84 Expwy between Ruby Hill Dr. and Jack London Blvd)			127,110	127,110
Livermore	Measure B: Isabel Avenue/I-580 Interchange	11,300	72,000	73,700	157,000
Livermore	W. Jack London Blvd. widen/extend between El Charro Rd. and Isabel Avenue			28,000	28,000
Livermore	Las Colinas Rd. extension to Redwood Road north of I-580			2,360	2,360

CAPITAL IMPROVEMENT PROGRAM

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
Livermore	Stanley Blvd. widen between Mureita Blvd. to west city limit from 4 to 6 lanes.			11,200	11,200
Livermore	Vasco Road widen between Patterson Pass Rd. and Las Positas Blvd. from 4 to 6 lanes.			5,600	5,600
Livermore	Vaco Road/I-580 Interchange	2,000		58,000	60,000
Livermore	Las Positas Road widen between Hiliker Place and First Street			5,000	5,000
Livermore	Dublin Blvd.-North Canyons Extension			6,000	6,000
Livermore	I-580/Greenville Rd. Interchange			35,000	35,000
Oakland	42nd/High St. Access Improvements to I-880 (ROW)		5,990		5,990
Oakland	New Access Road and realigned Burma Road for Oakland Army Base	6,000	2,000	3,620	11,620
Oakland	Wake Avenue Roadway Improvements - OAB	7,000		1,640	8,640
Oakland	Maritime Street Reconstruction - OAB	8,000		2,690	10,690
Oakland	W. Grand and Maritime Intersection Improvements - OAB	3,500		4,054	7,554
Oakland	Lake Merritt Channel Improvements at 10th St.		2,000	14,000	16,000
Oakland	12th Street Reconstruction	13,377	10,312	42,560	66,248
Port of Oakland	7th Street Grade Separation and Roadway Improvement Project		143,500	206,500	350,000
Port of Oakland	North Airport Air Cargo Access Road Improvements, Ph 1		5,000	5,000	10,000
Pleasanton	SR 84 widening from 2 to 4 lanes from I-680 to Pigeon Pass	200,000			200,000
Pleasanton	Foothill @ I-580 Interchange Improvements			2,000	2,000
Pleasanton	Sunol @ I-680 Interchange Improvements			4,000	4,000
Pleasanton	Stoneridge Drive Extension			10,000	10,000

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PROJECT FUNDING (\$ x 1,000)					
Sponsor	Project	Federal	State	Local	Total
Pleasanton	Bernal Bridge @ Arroyo de la Laguna			5,000	5,000
Pleasanton	Bernal Avenue @ I-680 Interchange Improvements			16,000	16,000
Pleasanton	El Charro Road Extension Stoneridge Drive to Stanley Boulevard			25,000	25,000
San Leandro	Washington/I-880 On-Off Ramp Improvements			2,711	2,711
San Leandro /ACCMA	Marina Bl/I-880 Interchange Improvements		21,928	5,072	27,000
San Leandro	I-880/SR 112 (Davis St.) Interchange Improvements	500	11,000	3,000	14,500
San Leandro	East 14th/150th/Hesperian San Leandro Triangle			3,300	3,300
<i>Roadway Operations Investment</i>					
ACCMA	I-80 Integrated Corridor Mobility	3,243	77,654	11,958	92,855
ACCMA	I-880 North Safety and Operational Improvements at 23rd/29th	1,787	85,000	10,250	97,037
Alameda County	Patterson Pass Road Safety Improvements	800	2,000	3,200	6,000
Alameda County	Crow Canyon Road Safety Improvements		3,000	10,000	13,000
Alameda County/ACTIA	I-580/Strobridge Off-Ramp modification in Castro Valley			21,000	21,000
Alameda County	Vasco Road Safety Improvements-Phase I	14,000	11,100	5,900	31,000
Alameda County	Vasco Road Safety Improvements-Phase II			20,000	20,000
Alameda County	Grant Line Road Safety Improvements			10,000	10,000
Oakland	Airport/Coliseum Traffic Adaptive Signalization	2,560		640	3,200
<i>Bicycle and Pedestrian Investment</i>					

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Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
Alameda County	Castro Valley Blvd. Streetscape Improvements			15,000	15,000
Alameda County	Coliseum BART to Bay Trail Connector			6,000	6,000
Alameda County	E.14th/Mission Pedestrian/Transit/Streetscape Improvements-Phases II & III			20,000	20,000
Alameda County	Grant Avenue Pedestrian/Bicycle Trail		1,000	1,000	2,000
Alameda County	Hesperian Streetscape Improvements		1,500	13,100	14,600
Alameda County/ ACTIA	Lewelling Blvd/East Lewelling Blvd. Improvements Phase I		4,000	20,800	24,800
Alameda County	Lewelling Blvd/East Lewelling Blvd. Improvements Phase II			11,700	11,700
Alameda County	Sunol Town Center Streetscape and Pedestrian Improvements			1,200	1,200
Alameda County	Stanley Blvd Bike/Ped Improvements		3,100	13,900	17,000
Alameda County	Pedestrian and Streetscape Improvements in Cherryland/Ashland	3,100		14,500	17,600
BART	Electronic Bicycle Locker Program (at Alameda County BART Stations)	786		561	1,347
Berkeley	TOD Streetscape: Downtown Berkeley BART Plaza & Transit Area		3,320	430	3,750
Dublin/ EBRPD	Alamo Canal Trail - I-580 Undercrossing			2,651	2,651
Oakland	Central City East Streetscape Improvements	6,900		24,127	31,027
Oakland	Coliseum Gardens Phase 3 - 66th Avenue Streetscape	1,230	387	1,188	2,805
Oakland	Fruitvale Alive Streetscape	2,620		1,400	4,020

CAPITAL IMPROVEMENT PROGRAM

PROJECT FUNDING (\$ x 1,000)					
Sponsor	Project	Federal	State	Local	Total
Oakland	7th Street West Oakland Transit Village Streetscape	3,950			3,950
Pleasanton	Iron Horse Trail extension I-580 to Stoneridge Drive			2,000	2,000
San Leandro	Bay Trail San Leandro Slough Bridge	1,278	870	1,503	3,651
<i>Transit Capital Replacement</i>					
ACCMA/ ACTIA	I-580 Corridor/BART Studies			11,831	11,831
AC Transit	Revenue Vehicle Replacement		188,000	47,000	235,000
AC Transit	Facilities Rehab	15,000	5,000	15,000	35,000
AC Transit	Paratransit Van Leasing	9,840		2,000	11,840
AC Transit	IT Upgrades/Replacement	7,500		1,500	9,000
BART	Transit Capital Rehabilitation: Below Score 16 projects Shortfall/Station Renovation- Ala.Co. Share		106,000		106,000
BART	Transit Capital Rehabilitation: Alameda County Share (Projects above Score 16)	1,495,156		897,094	2,392,250
BART	Transit Capital Shortfall: Alameda County Share (Projects above Score 16)	96,111			96,111
LAVTA/ Wheels	Transit Capital Replacement	17,302	0	4,325	21,627
Union City Transit	Fixed-Route Vehicle Replacement Program	7,556	390	1,499	9,445
<i>Other Projects</i>					
ACCMA	I-580 Corridor ROW Preservation/ Roadway Capital Investment	95,000	4,700	16,000	115,700
Alameda County	Castro Valley Transit Village				44,000
Alameda County	Fruitvale Avenue Roadway Bridge (Lifeline)				32,600

CAPITAL IMPROVEMENT PROGRAM

Sponsor	Project	PROJECT FUNDING (\$ x 1,000)			
		Federal	State	Local	Total
Alameda County	Fruitvale Avenue Railroad Bridge				11,000
Alameda County	Estuary Bridges Safety Improvements				6,000
AC Transit	E.14th/Int'l/Telegraph	112,090	50,000	69,743	231,833
AC Transit	Major Corridor Improvements	35,350		7,600	42,950
AC Transit	Express Bus/Dumbarton	1,600		2,400	4,000
BART	West Dublin/Pleasanton BART Station			84,200	84,200
BART	Warm Springs BART Extension		295,000	595,000	890,000
BART	Oakland Airport Connector	95,000	40,665	393,335	529,000
LAVTA/ Wheels	Rt 10 Bus Rapid Transit	10,930	5,089	1,755	17,774
LAVTA/ Wheels	Operations and Maintenance Facility	47,681	5,500	4,119	57,300
Newark	Dumbarton Rail Corridor		130,000	171,267	301,267
Oakland	MacArthur BART Transit Village Parking Structure, Site infrastructure & Intermodal Access	983	34,300	11,000	46,283
Oakland	Coliseum Transit Village	18,000	6,161	5,000	29,161
Oakland	Coliseum BART Station Area Transit Village Infrastructure Grant	885	16,013	7,650	24,548
Port of Oakland	Outer Harbor Intermodal Terminal		110,000	110,000	220,000
San Leandro	Downtown San Leandro BART TOD Infrastructure and Infill Grant	24,000	2,800	26,800	53,600
Union City	BART Intermodal Station Phase I/ Build infrastructure for future TOD & station	8,940	24,294	24,766	58,000